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UTAH DEPARTMENT OF TRANSPORTATION

ANNUAL STATISTICAL SUMMARY

OFFICE OF POLICY AND SYSTEMS PLANNING

NOVEMBER, 1982

UTAH DEPARTMENT OF TRANSPORTATION

FY '82

Transportation Commissioners

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INTRODUCTION

This report provides a summary of three reports which have been published separately in the past. These publications were entitled: "Annual Plan Report", "Annual Highway Statistical Summary" and "Mileage by System".

This report has been prepared to serve two needs: first, to have the data most frequently requested by other agencies readily available for distribution, and second, to provide a convenient source of historical reference material for use by the Department's staff and the Transportation Commissioners.

This summary is not intended to be detailed but is limited to data of general interest and which, experience has shown, to be most in demand.

TABLE OF CONTENTS

Statistical Summary

Page

Transportation Summary	1
Figure I - Comparison Travel Demand and Mileage	3
Figure II - Growth of the Highway System	4
Figure III - Utah Traffic Trends.	5
Figure IV - State Road Surfaces	6
Figure V - State, City and County Road Surfaces	7
Figure VI - Consumption of Motor Fuel & Aviation Fuel	8
Transportation Finances	9
Table 1 - State Highway User Revenue (FY '82)	12
Table 2 - Distribution of Highway User Revenue	13
Table 3 - Distribution of Funds to Local Governments	14
Table 4 - History of Allocations to Local Governments	15
Table 5 - Distribution of Aviation Revenue (FY '82)	16
Table 6 - City and Town Street Funds (FY '81)	17
Figure VII - Comparison of Revenue & Expenditures	18
Table 7 - County Road Funds (1981).	19
Figure VIII - Comparison of Revenue & Expenditures.	20
Table 8 - Apportionment of Federal-Aid.	21
Table 9 - Federal Fund Apportionments & Obligations	22
Table 10 - History of Federal Funds Obligated	23
Table 10-A - Interstate Programs	24
Table 10-B - Primary Programs.	25
Table 10-C - Secondary Programs	27
Table 10-D - Urban Programs.	28
Table 10-E - Bridge Replacement Programs	29
Table 10-F - Off-Systems Programs	30
Table 10-G - Safety Programs	31
Table 10-H - Miscellaneous	33

APPENDIX

Mileage Classified by SystemPink
Status of the Collector Road ProgramGreen
Collector Fund Distribution FY'81.Blue
"B" and "C" Fund Distribution FY'81.White

STATISTICAL SUMMARY

Transportation Systems

As illustrated by Figure I, total reported road mileage decreased by 3,161 miles from 49,698 miles in 1980 to 46,537 miles in 1981. The reduction was due to the removal of all roads classified as primitive in Federally owned areas. These Federal Service roads are in Bureau of Land Management Areas, National Forest Areas, and National Parks. As reported by these Federal Agencies a total of 3,417 miles of primitive roads were deleted, from 17,632 miles in 1980 to 14,215 miles in 1981. The cities gained 358 miles, from 4,756 in 1980 to 5,114 in 1981. The increase was due primarily to the incorporation of West Valley City. The net loss to counties of 26 miles, from 21,629 to 21,603 miles, was due to the incorporation of West Valley City, and the additional mileage provided by subdivision development. The State system decreased by 76 miles, from 5,681 to 5,605 miles, due to the reclassification of mileage which last year was incorrectly coded as existing rather than proposed mileage. Mileage listed in Figure I represents existing mileage only. Excluded is proposed mileage used in defining the total Designated State Highway System. A detailed stratification of total mileage by system, political jurisdiction, and surface type is provided in the appendix of this report.

As outlined in Figure I, Vehicle Miles of Travel (VMT) increased from 9.8 billion in 1980 to 10.7 billion in 1981, for a percentage increase of 9.5. However, since traffic counts recorded a growth of only three percent, and motor fuel consumption remained fairly constant in 1981, it is probable that the substantial growth in travel demand is for the most part due to a change in the method of compiling the data rather than actual growth.

In 1980 and 1981 descriptions of the Highway Systems within the State were input to a series of computer programs referred to as the Highway Performance Monitoring System (HPMS). It is this system which presently provides data on vehicle miles of travel, mileage, accidents, and other highway related statistics. Since the new system provides information on a more detailed level than the old method, particularly on city and county streets, additional travel has been generated. Unfortunately, the new system has created a break in the historical trend of travel which must be considered in evaluating vehicle fuel efficiency and other travel related parameters.

Figure II illustrates the growth of the various systems comprising the State Highway System. The Primary System continues to be the predominate system with the State road and Secondary Systems accounting for a smaller part of the total inventory.

Figure III illustrates the change in traffic accidents, injuries and the fatality rate on Utah's highways. The number of deaths increased by nine percent, from 335 in 1980 to 364 in 1981. The number of injuries increased by fourteen percent from 15,600 to 17,830, and the number of accidents increased by seven percent from 33,700 to 35,990. State Highway Patrol officials believe the upturn is due primarily to adverse weather conditions in 1981. The death rate remained about constant between 1980 and 1981 at 3.4 deaths per million vehicle miles of travel.

As shown in Figure III, with the exception of the number of deaths, over the last decade injuries, accidents and the death rate have declined on Utah's highways. These long term reductions, in light of substantial travel growth, are attributable to a multiple of factors. However, to a large extent these reductions are due to the Interstate System, which by all measurements is a safer, more efficient transportation facility than conventional highways.

Associated with the volume of travel on a highway system is the type of roadway surface needed to provide an adequate level of service. As illustrated by Figures IV and V, 43.0 percent of the total State, City and County roads are bituminous or higher grade.

Figure VI illustrates growth patterns on a fiscal year basis related to the consumption of gasoline, special fuel, and aviation fuel.

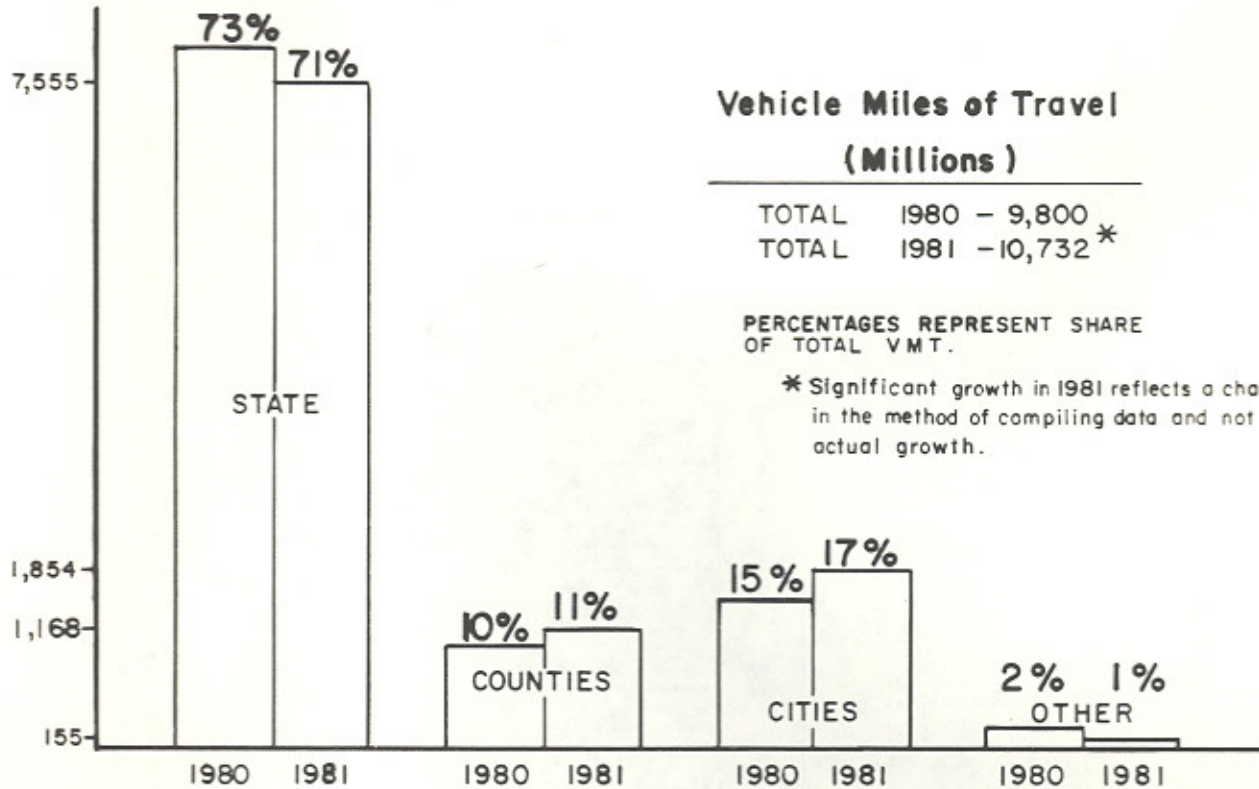
Taxable gasoline consumption in the State declined one percent from 629 million gallons in 1981 to 624 in 1982. This represents the fourth consecutive year in which consumption has declined, and from a historical standpoint it simulates conditions which existed during the gas rationing years of World War II. However, the small reduction in Fiscal Year 1982 from the previous year is an indication that motorists in Utah may be approaching a minimum level of consumption and with Utah's strong population growth and increase in registered vehicles, gasoline consumption could rebound to a positive growth pattern in 1983.

Taxable gallons of special fuel increased five percent from 103 million gallons in Fiscal Year 1981 to 108 million gallons in Fiscal Year 1982. This represents a significant change from the previous year reduction of three percent. The reduction in 1981 was due to a change in collection procedures for Special Fuel Tax receipts. With completion of the change in procedures in 1981 Special Fuel resumed its normal strong growth pattern in 1982. In the last decade special fuel consumption has grown at an annual rate of 6.7 percent from 56 million gallons in 1972 to 108 million gallons in 1982. The average increase per year has been 4.6 million gallons, which at today's eleven cents tax rate represents an annual revenue growth of \$500,000. The substantial growth in special fuel reflects the growth in truck haulage in Utah, and in comparison with the no-growth situation of gasoline consumption, it reflects the switch to more efficient diesel powered automobiles.

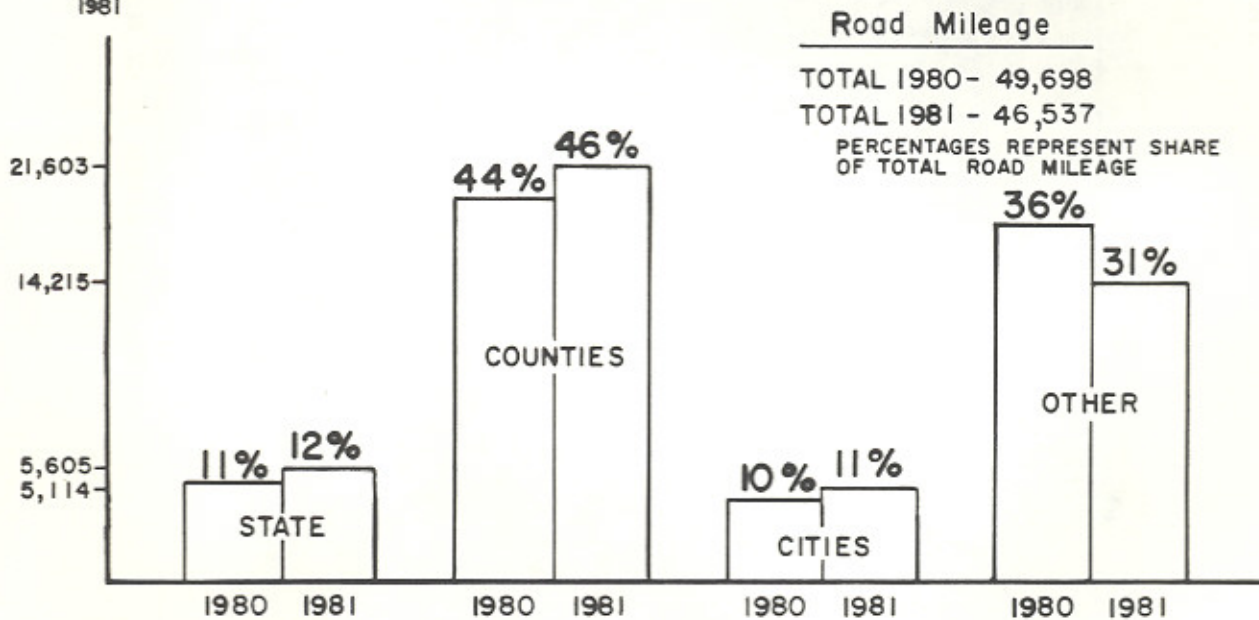
FIGURE I

COMPARISON BETWEEN USEAGE AND MILEAGE

Millions of
Vehicle Miles
1981



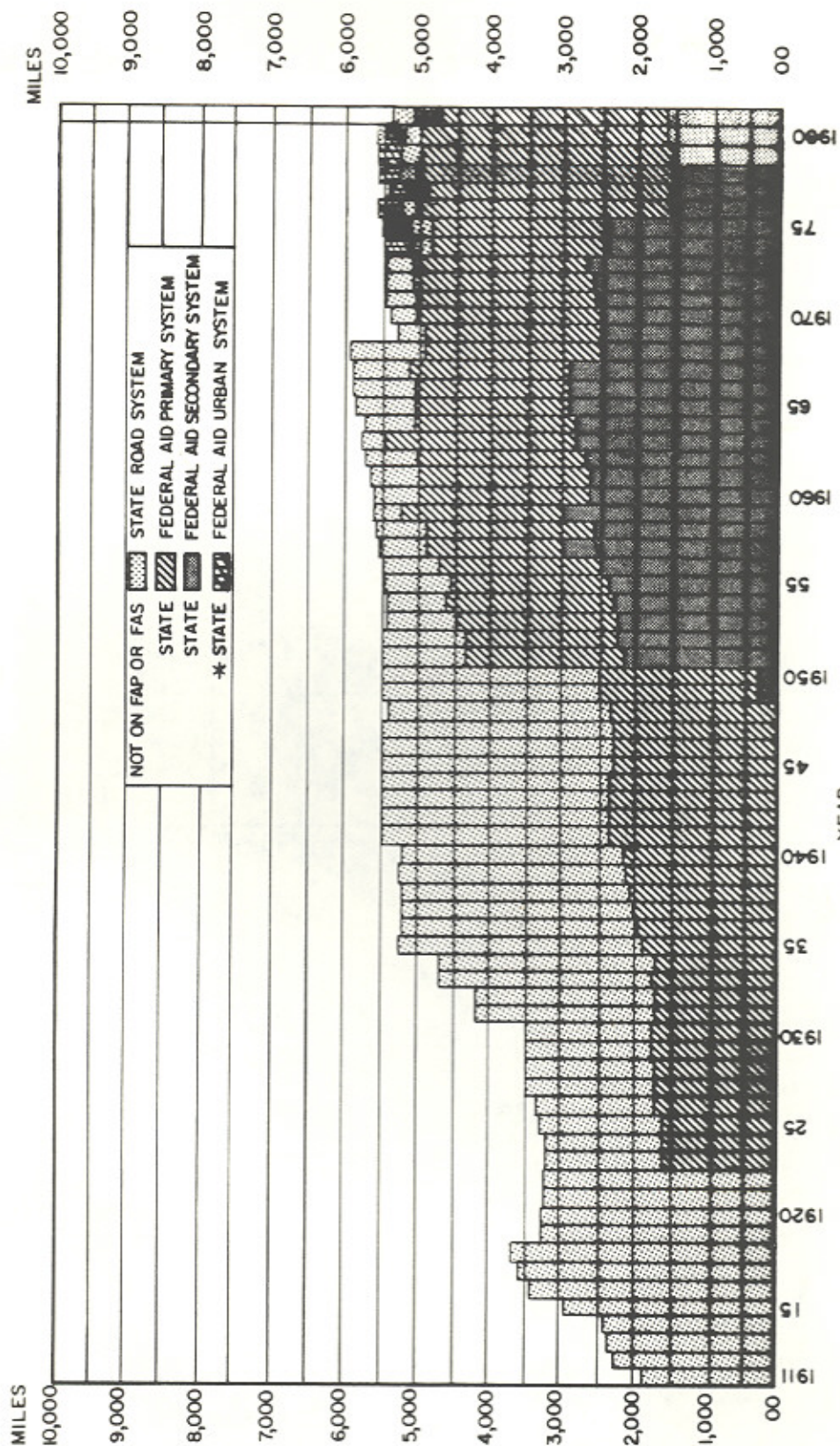
Miles of Road
1981



Data Source: Planning Statistics Section, Utah Department of Transportation
Mileage represents existing mileage only. Proposed mileage is not included.

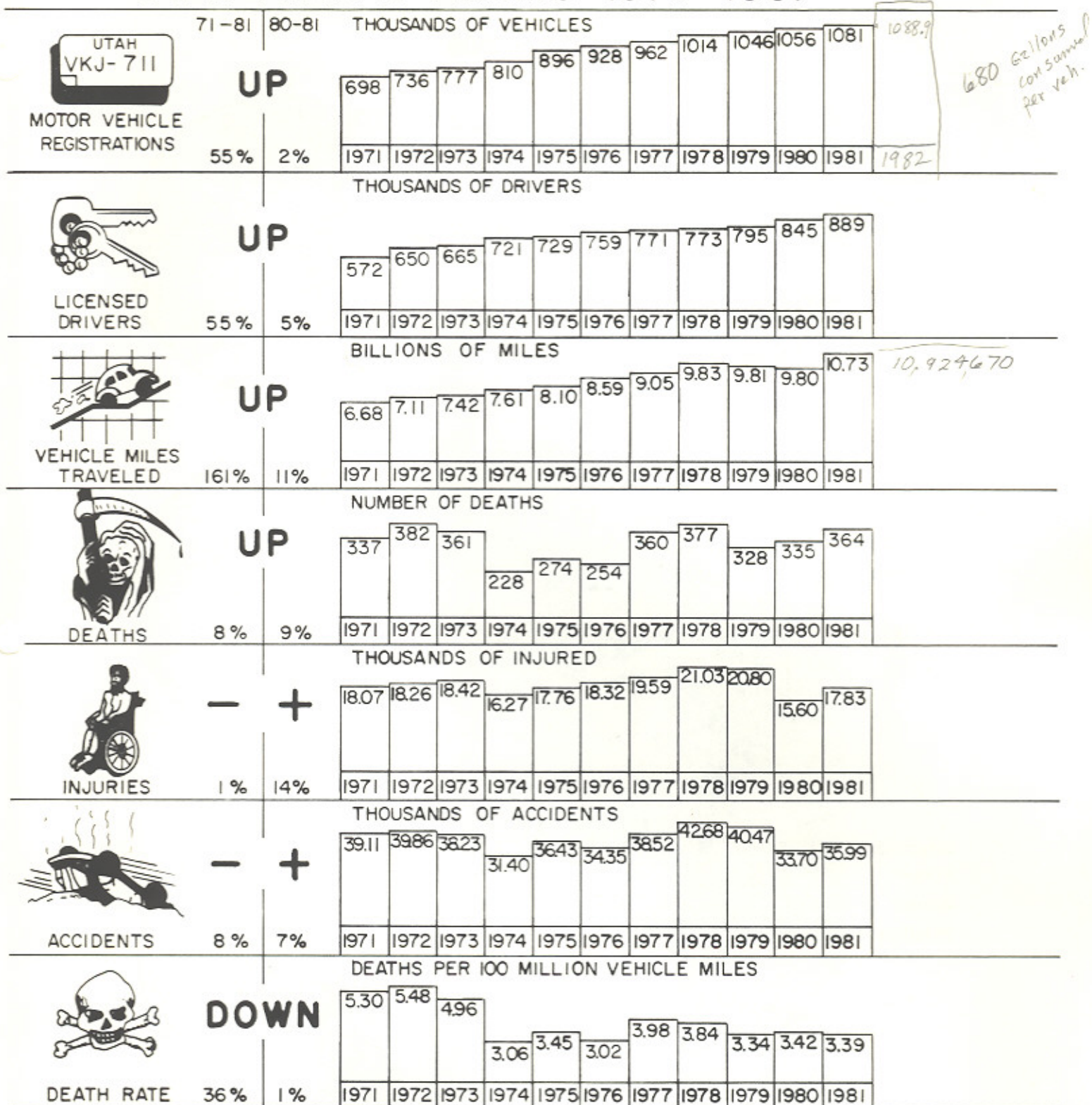
GROWTH OF THE STATE ROAD SYSTEM

(AS OF DEC. 31, 1981)



* THE 1973 FEDERAL HIGHWAY ACT CREATED A FOURTH SYSTEM ESTABLISHED IN EACH URBANIZED AREA. THIS SYSTEM IS REFERRED TO AS THE FEDERAL AID URBAN SYSTEM.

UTAH TRAFFIC TRENDS: 1971-1981



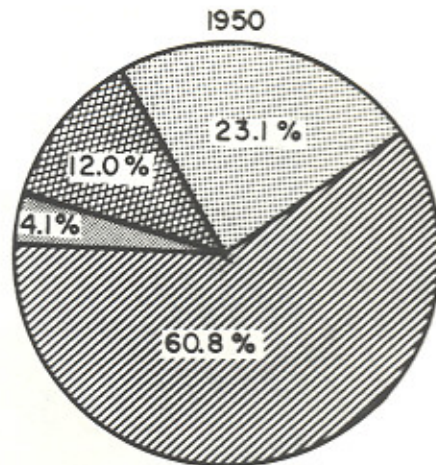
DATA SOURCE : The Utah Department of Transportation compiles and submits information annually to the Federal Highway Administration (FHWA) for publication in their annual report Highway Statistics. The current year's figures for registered vehicles and licensed drivers may be adjusted in future reports to coincide with future FHWA publications. Vehicle miles of travel figures prior to 1977 were adjusted to reflect travel in National Forest Areas, Bureau of Land Management Areas, etc. Succeeding years include this travel. For the year 1981 travel was determined from a new computerized system, which provides more detailed information on the sections of highway comprising the various systems. As shown, the substantial growth in travel reflects the change in the method of compiling the data and not actual growth.

FIGURE IV

STATE ROADS

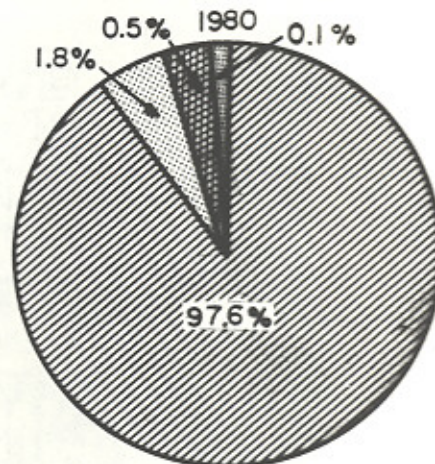
	1950	% of Total
Bituminous or Higher	3,314.4	60.8 %
Gravel	1,257.3	23.1 %
Graded & Drained	655.7	12.0 %
Primitive & Unimproved	222.0	4.1 %
Total	5,449.4	

Does not include proposed mileage



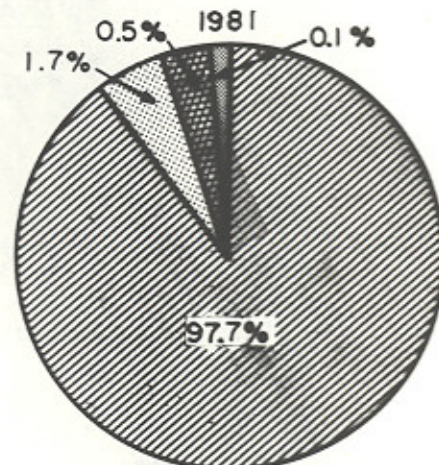
	1980	% of Total
Bituminous or Higher	5,431.0	97.6 %
Gravel	97.8	1.8 %
Graded & Drained	2.5	0.1 %
Primitive & Unimproved	28.1	0.5 %
Total	5,559.5	

Does not include proposed mileage



	1981	% of Total
Bituminous or Higher	5,477.1	97.7 %
Gravel	98.8	1.7 %
Graded & Drained	2.5	0.1 %
Primitive & Unimproved	26.2	0.5 %
Total	5,604.5	

Does not include proposed mileage



LEGEND

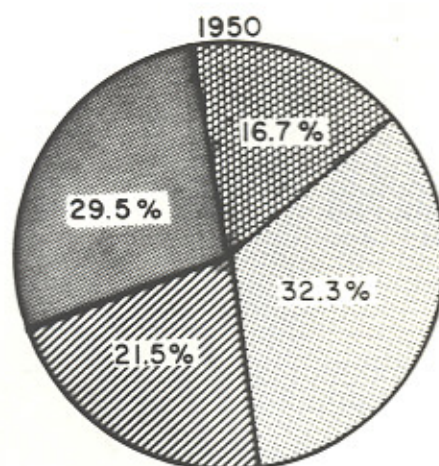
	Bituminous or Higher
	Gravel
	Graded & Drained
	Primitive & Unimproved

FIGURE V

TOTAL STATE, CITY AND COUNTY ROADS

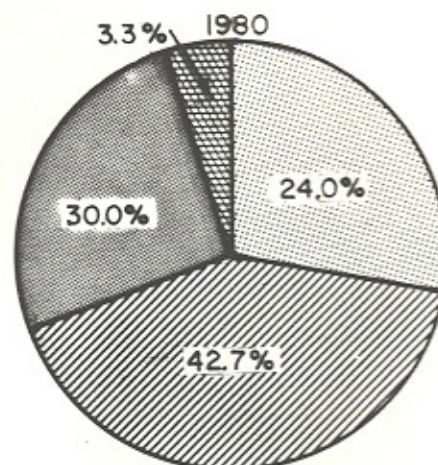
	1950	% of Total
Bituminous or Higher	5,264.2	21.5%
Gravel	7,916.9	32.3%
Graded & Drained	4,085.6	16.7%
Primitive & Unimproved	7,207.5	29.5%
Total	24,474.2	

Does not include proposed mileage



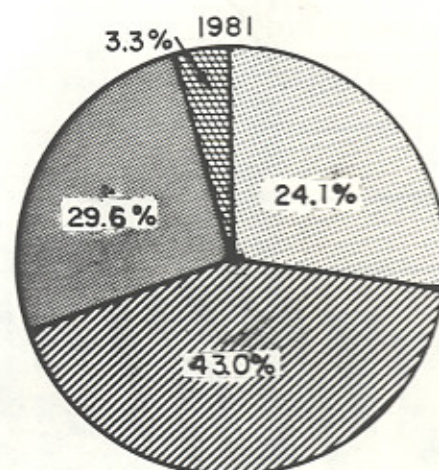
	1980	% of Total
Bituminous or Higher	13,643.0	42.7%
Gravel	7,663.0	24.0%
Graded & Drained	1,063.1	3.3%
Primitive & Unimproved	9,576.1	30.0%
Total	31,945.2	

Does not include proposed mileage



	1981	% of Total
Bituminous or Higher	13,930.7	43.0%
Gravel	7,811.5	24.1%
Graded & Drained	1,061.6	3.3%
Primitive & Unimproved	9,618.1	29.6%
Total	32,421.9	

Does not include proposed mileage

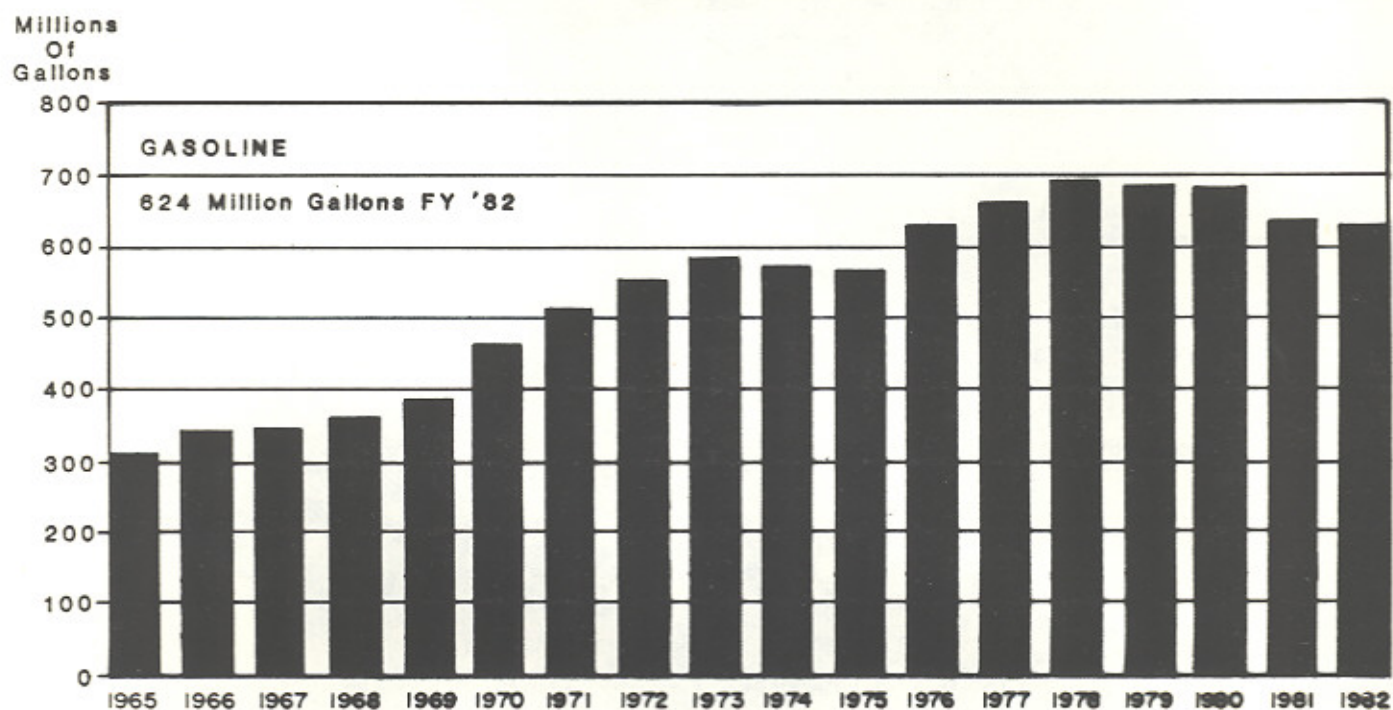
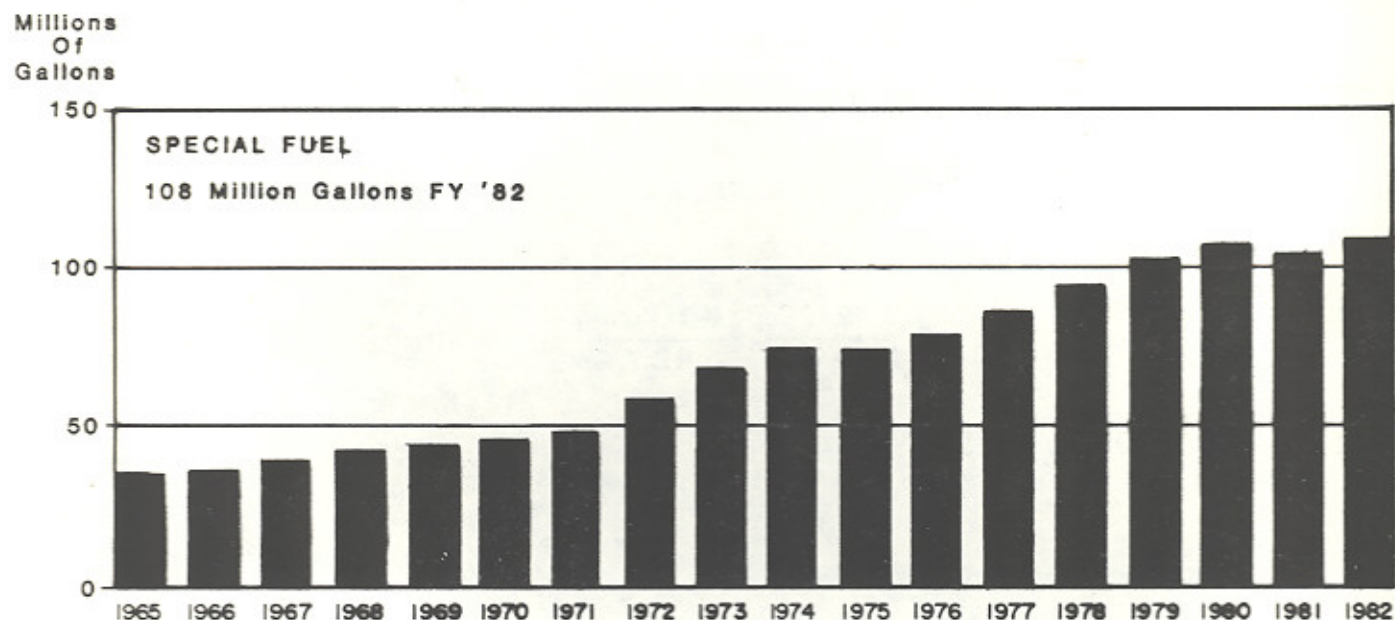
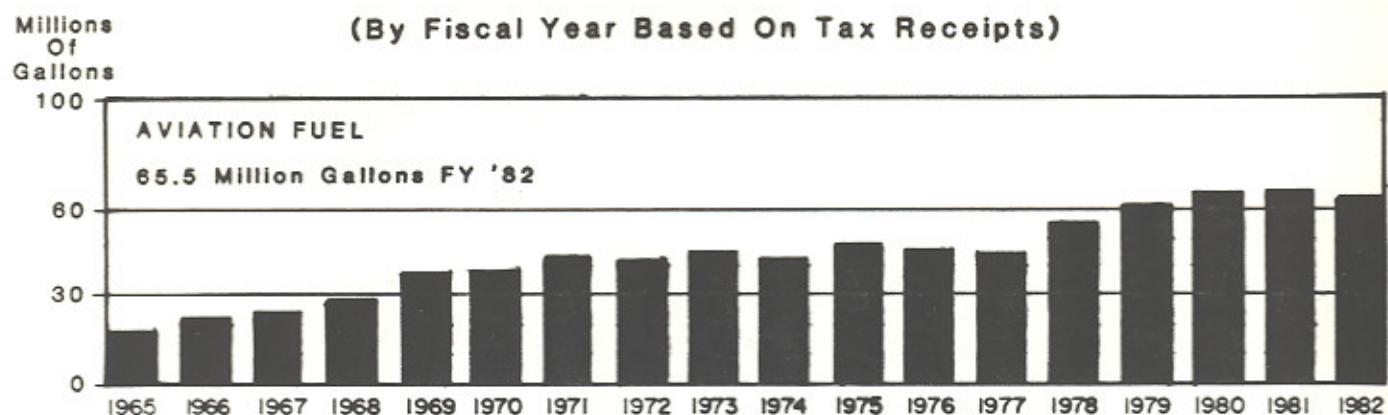


LEGEND

	Bituminous or Higher
	Gravel
	Graded & Drained
	Primitive & Unimproved

**FIGURE VI
FUEL CONSUMPTION IN UTAH**

(By Fiscal Year Based On Tax Receipts)



Transportation Finances

The eleven sources of revenue comprising total state highway user receipts and their respective growth rates between fiscal years 1981 and 1982 are shown in Table 1.

Motor and Special Fuels tax and Vehicle Registration fees comprised ninety percent of the total fees. Each of these revenue sources increased between 1981 and 1982. The substantial growth in motor and special fuel tax receipts of 19.7 percent and 25.4 percent, respectively, was due in most part to the tax rate increase from nine to eleven cents per gallon as passed by the 1981 Legislature and which became effective July 1, 1981. Without the tax increase, motor fuel tax which comprises 67 percent of the total revenue would have declined by about one percent since gasoline consumption for the year was down by this amount.

The substantial growth of special fuel reflects the increase in the tax rate of 22.2 percent, and the resumption of growth in diesel fuel consumption. In 1981 diesel fuel receipts dropped by 3.5 percent, due to a change in the method of collecting receipts in which the tax liability was transferred from the dealer to the user. As described in the Statistical Section of this report, the growth of special fuel consumption over the last decade has been substantial. This growth is also reflected by its share of total revenue. In 1972 special fuel tax receipts of \$4.4 million accounted for eight percent of total State Highway User Receipts, in 1982 receipts of \$12.7 million accounted for thirteen percent of the total.

Vehicle registration fees increased by 4.5 percent from \$10,329,209 in 1981 to \$10,795,625 in 1982. Since new car sales are in a slump, the increase primarily involves the sales growth of used cars.

Substantial increases in the three predominant revenue sources generated an increase of 16.9 percent in total highway user revenue from \$86,787,807 in 1981, to \$101,489,068 in 1982. It is interesting to note that without the two cents fuels tax increase which generated \$14.7 million, the total revenue in 1982 would have been about the same as the previous year.

Other revenue sources showing significant growth were Driver's License Fees, Special Transportation Permits, and Motor Vehicle Control Fees. Driver's License Fees increased by 8.1 percent, from \$1,918,655 in 1981 to \$2,074,507 in 1982. The increase was due to the change in the Driver's License renewal fee from \$5.00 to \$10.00 effective May 1, 1982, as passed by the 1982 Legislature. The 11.4 percent increase in Special Transportation Permits, which is primarily an overweight permit fee, from \$1,232,480 to \$1,373,122 is an indication of coal haulage associated with the State's energy development. Vehicle Control Fees (the \$2.00 fee for a certificate of title and duplicate registration) increased 11.7 percent, from \$871,599 to \$973,524 reflecting the growth in vehicle registrations.

Proportional registration fees, which are paid by interstate truckers in lieu of the normal registration fee, increased by 0.8 percent, from \$3,010,281 in 1982 to \$3,033,158 in 1982. Highway Use Taxes, which are paid by interstate

truck operators based outside the State in lieu of property taxes, increased by 4.2 percent from \$1,642,503 in 1981 to \$1,711,622 in 1982. The slight growth of both of these revenue sources represents a change from a strong historical growth of about sixteen percent per year. The slight increase in the revenue sources reflects the effects of a depressed national economy on the interstate trucking industry.

The 1981 Legislature eliminated the studded tire fee because it cost more to collect and administer than the revenue it generated. The \$90 in receipts shown from this source on Tables 1 and 2 was mistakenly collected and submitted by one or more tire dealers during fiscal year 1982.

Shown in Table 2 is the distribution of state highway user revenue in Fiscal Year 1982. The transfer to other State agencies amounted to \$12,584,619. This number excludes funds of \$34,526 which lapsed back to the Transportation Fund in 1982 from transfers made at the beginning of the year. The net funds transferred in 1981 amounted to \$14,763,923 for a reduction between the two years of \$2,179,304. The decline is attributed to the reduction in the appropriation to the Highway Patrol from \$7,329,551 in 1981 to \$3,997,016 in 1982.

It should be noted that the Transportation Fund continued to subsidize the Driver's License Division. As shown in Table 2, the amount appropriated to the Driver's Licenses Division less the funds lapsed at the end of the year amounted to \$3,395,681, whereas driver license fees collected amounted to \$2,074,507, a discrepancy of \$1,321,174. Fortunately, the 1982 Legislature made the Driver's License Division self supporting for at least the next couple of years with the increased Driver's License Fee. The increase is expected to generate an additional \$2.0 million annually.

As shown in Table 3, aid to local agencies through Collector and B & C Road Funds totaled \$21,966,095. This represents a 29 percent increase from the previous year total of \$17,030,756. The increase was due primarily to the additional revenue generated by the two cents increase on motor fuels. Other factors contributing to the increase were less transfers to other state agencies, as mentioned previously, and a change in the formula used to allocate funds from the Transportation Fund to the B & C Roads and Collector Roads Accounts. Rather than the complex formulas using a portion of motor fuel, special fuel, and registration fees, the allocation was simplified to a ten percent allocation of all highway user revenue to the Collector Fund and fifteen percent to the B & C Fund. These percentages are applied, after transfers to other state agencies, i.e., the Tax Commission, and the Department of Public Safety, have been made. The new formula, as passed by the 1981 Legislature, provided an advantage to cities and counties over the old formula. In 1981 Local Governments received 24 percent of the available highway user funds after transfers to other agencies, in 1982 they received 25 percent. This one percent increase provided \$889,000 in additional revenue to cities and counties. Table 4 provides a history of allocations to the B & C and Collector Roads accounts.

Table 5 indicates the distribution of Aeronautics Revenue. In Fiscal Year 1982, \$2,618,954 was collected from the four cents tax on aviation fuel and \$101,816 was collected from license fees and rental paid on airplanes maintained by the Aeronautics Division. Revenue from the four cents fuel tax

decreased three percent from the previous year's amount of \$2,691,552. Three of the four cents collected is allocated back to the airport from which the tax is collected. The remaining one cent, plus other aviation revenue, is used by the Division of Aeronautics for administration, planning, and airport improvements. Also, with funds available to the Division, navigational aids are purchased, such as non-directional beacons, and financial support is provided the Civil Air Patrol and the Utah Air Travel Commission.

Table 6 provides a summary of city and town street fund revenue and expenditures for 1981. Table 7 provides a similar analysis for the county road funds. Figures VII and VIII indicate the relative significance of the various revenue sources and expenditures as they concern city and county road funds. It should be noted that these summaries for city and county street and road funds represent information extracted from statistical planning reports as submitted to the Federal Highway Administration. The information has not been derived from city and county financial statements.

As shown in Table 8, Federal-Aid Highway Funds apportioned to Utah during Fiscal Year 1982 amounted to \$99.0 million. This is a decline of \$8.8 million from last year's total of \$107.8 million. The reduction was primarily due to regular Interstate Funds which dropped \$13.8 million from \$54.1 million in 1981 to \$40.3 million in 1982. Also, the apportionment for Primary Highways declined \$4.3 million from \$16.9 to \$12.6 million. The reductions were offset to some extent through increases in Interstate Resurfacing and Interstate Discretionary Apportionments of \$6.7 million and \$2.1 million, respectively.

Table 9 provides a detailed breakdown of the various categories of Federal-aid Programs and their status as of June 30, 1981. Tables 10 thru 10-H provide an annual history of Federal-aid funds obligated by the Department.

TABLE 1

STATE HIGHWAY USER RECEIPTS
(COMPARISON BETWEEN FISCAL YEARS 1981 & 1982)

	<u>FY'81</u>	<u>FY'82</u>	<u>% CHANGE</u>	<u>PREVIOUS YEAR</u>
Motor Fuel Taxes.....	\$ 56,567,749	\$ 67,733,812	19.7	(6.4)
Special Fuel Taxes.....	10,107,098	12,672,251	25.4	(3.5)
Vehicle Reg. Fees.....	10,329,209	10,795,624	4.5	(0.3)
Temporary Permit Fees	859,190	864,148	0.6	(3.1)
Motor Vehicle Control Fees	871,599	973,524	11.7	88.8
Proportional Reg. Fees ...	3,010,281	3,033,158	0.8	20.5
Highway Use Taxes.....	1,642,503	1,711,622	4.2	19.5
Studded Tire Fee.....	6,104	90	-	(35.5)
Driver's License Fees.....	1,918,655	2,074,507	8.1	(4.7)
Special Trans. Permits....	1,232,480	1,373,122	11.4	19.3
Safety Inspection Fees....	<u>242,939</u>	<u>257,210</u>	<u>5.9</u>	<u>1.2</u>
TOTALS	\$ 86,787,807	\$101,489,068	16.9	(3.3)

DATA SOURCE: UDOT Comptroller's Office

TABLE 2

DISTRIBUTION OF HIGHWAY USER REVENUE
FISCAL YEAR 1982

Highway User Revenue

Motor Fuel Taxes	\$ 67,733,812
Special Fuel Taxes	12,672,251
Vehicle Reg. Fee	10,795,624
Temporary Permit Fees	864,148
Motor Vehicle Control Fees	973,524
Proportional Registration Fees	3,033,158
Highway Use Taxes	1,711,622
Studded Tire Fees	90
Driver's License Fees	2,074,507
Special Transportation Permits	1,373,122
Safety Inspection Fees	257,210

TOTAL HIGHWAY USER REVENUE . . . \$101,489,068

Highway User Revenue Transferred to Other Agencies

State Highway Patrol*	\$ 3,997,016
Drivers License Division*	3,395,681
Tax Comm. (Admin. & Col.)*	785,648
Tax Comm. (Motor Veh. Admin.)*	3,041,529
Travel Development	118,000
General Government Overhead	1,246,745

TOTAL TO OTHER AGENCIES \$ 12,584,619

(12% of Gross Revenue)

Net Highway User Revenues \$88,904,449

To Cities & Counties

"B & C" Fund \$13,335,788
Collector Road Fund. . . . 8,630,307

Total Distribution . \$21,966,095

(22% of Gross Revenue)
(25% of Net Revenue)

To UDOT

\$ 66,938,354
(66% of Gross Revenue)
(75% of Net Revenue)

* These transfers are net of \$34,526 in 1982 appropriations which lapsed back to the Transportation Fund.

Data Source: UDOT Comptroller's Office

TABLE 3
DISTRIBUTION OF FUNDS TO LOCAL GOVERNMENTS
FISCAL YEAR 1982

DISTRIBUTED TO CITIES & COUNTIES	
\$21,966,095	
<u>TO COUNTIES</u>	
"B" Funds.	\$ 7,597,049
Collector Funds	<u>4,748,725</u>
TOTAL	\$12,345,774
(56.2%)	
<u>TO CITIES AND TOWNS</u>	
"C" Funds.	\$ 5,738,739
Collector Funds.	<u>3,881,582</u>
TOTAL	\$ 9,620,321
(43.8%)	

QUARTERLY ALLOCATIONS

B & C Roads Fund

	<u>Cities</u>	<u>Counties</u>	<u>Totals</u>
Oct. 1, 1980 ¹	\$ 1,323,442	\$ 1,752,381	\$ 3,075,823
Jan. 1, 1981 ²	1,287,746	1,704,799	2,992,545
April 1, 1981 ²	1,498,450	1,983,740	3,482,190
July 1, 1981 ²	<u>1,629,101</u>	<u>2,156,129</u>	<u>3,785,230</u>
	\$ 5,738,739	\$ 7,597,049	\$13,335,788

Collector Roads Funds

Oct. 1, 1980 ¹	\$ 896,731	\$ 1,098,799	\$ 1,995,530
Jan. 1, 1981 ²	870,602	1,064,577	1,935,179
April 1, 1981 ²	1,013,051	1,238,765	2,251,816
July 1, 1981 ²	<u>1,101,198</u>	<u>1,346,584</u>	<u>2,447,782</u>
	\$ 3,881,582	\$ 4,748,725	\$ 8,630,307

Table 4

Allocated to Collector and B & C Roads Accounts

<u>Fiscal Year</u>	<u>Collector Fund</u>	<u>B & C Fund</u>	<u>Total</u>
1982	\$ 8,630,307	\$13,335,788	\$21,966,095
1981	6,171,974	10,858,782	17,030,765
1980	6,524,225	12,843,627**	19,367,852
1979	6,537,770	10,899,358	17,437,128
1978	6,190,564	6,151,385	12,341,949
1977	5,773,951	5,861,919	11,635,870
1976	5,547,966	5,777,031	11,324,997
1975	5,286,618	5,652,849	10,939,467
1974	5,312,532	6,907,779	12,220,331
1973	5,500,334	6,028,706	11,529,040
1972	5,143,450	6,876,663	12,020,113
1971	4,646,613	4,931,853	9,578,466
1970	4,347,877	4,556,703	8,904,580
1969		4,177,256	
1968		4,624,746	
1967		4,241,951	
1966		3,988,504	
1965		3,683,297	
1964		4,023,163	
1963		3,765,540	
1962		3,473,739	
1961		3,142,732	
1960		2,734,865	

**Includes an additional one quarter allocation of \$1,745,093.

Data Source: Allocations computed by the Office of Policy & Systems Planning.

Table 5
STATE OF UTAH
DISTRIBUTION OF AVIATION REVENUE
FISCAL YEAR 1982

GROSS AVIATION REVENUE	
AVIATION FUEL TAXES	\$2,618,954
OTHER AVIATION FEES & REVENUES	101,816
TOTAL GROSS REVENUE	\$2,720,770
AID TO LOCAL AIRPORTS ... \$1,964,216 (75% OF FUEL TAXES)	STATE AERONAUTICAL DIVISION \$756,554

Date Source - UDOT Comptroller's Office

Table 6

CITY AND TOWN STREET FUNDS
July 1, 1980 to June 30, 1981

The street fund information contained herein was obtained by a direct examination of records maintained by the two hundred twenty-three incorporate municipalities.

<u>Population Group</u>	<u>Number of Agencies</u>
0 - 4,999	181
5,000 - 49,999	35
Over - 50,000	<u>6</u>
	222

RECEIPTS

Property Tax & General Fund Appropriations	\$15,264,329
Income on Investments	1,237,815
Federal Grants	156,625
Local Governments	4,038
Collector Road Funds	4,729,880
B & C Road Funds	5,894,328
Allied Street Functions	<u>5,873,408</u>
TOTAL RECEIPTS	\$33,160,423
Beginning Balance (Adjusted)	9,471,021
Total Funds Available	42,631,444

DISBURSEMENTS

Right-of-Way	\$ 67,381
Engineering	2,580,959
Construction	8,614,089
Maintenance	6,661,648-
Payments to State Government	96,951
General Administration & Engineering	4,746,067
Highway and Traffic Police (Traffic Control)	758,480
Traffic Service Street Signs	1,287,944-
Payments to Municipalities	5,540
Payments to Counties for Local Streets	630,787
* Allied Street Functions	<u>5,873,408</u>
TOTAL DISBURSEMENTS	\$31,323,254
Closing Balance	11,308,190
TOTAL FUNDS ACCOUNTED FOR	42,631,444

*Includes Street Lighting \$4,014,596; construction and maintenance of Sidewalks, Curb and Gutter \$1,264,848; Storm Sewer and Drains \$65,165; and Street Cleaning maintenance and operation \$528,799.

Table 7
COUNTY ROAD FUNDS - 1981

The two main sources of county road fund revenues are property tax levies and State aide.

The following is a statement of county road receipts and disbursements for 1981:

RECEIPTS

Beginning Balance	\$15,505,421
Property Tax and General Fund	17,835,023
Class B Road Funds	6,760,755
Collector Road Funds	3,721,826
U.S. Mineral Leases	10,270
U.S. Forest Collections	157,894
Earnings on Deposits & Investments	2,119,804
From State	189,272
From Municipalities	183,813
Total Funds Available	<u>\$46,484,078</u>

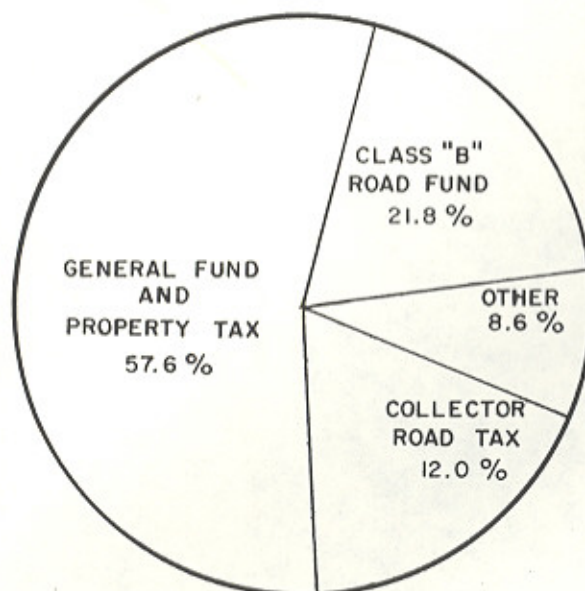
DISTURSEMENTS

Right-of-Way	\$ 66,713
Engineering	617,626
Construction	7,577,304
Maintenance	16,730,468 ~
Traffic Service	911,320
Maintenance Municipal Streets	173,279 ~
* Building & Grounds, Empl., etc.	4,040,109
Highway & Traffic Police (Crossing Guards)	352,500
Payment to State for Matching Funds	253,115
Payment to Counties	5,280
Street Lighting	881,072
Balance End of Year	14,875,292
Total Funds Accounted For	<u>\$46,484,078</u>

*Included in General Administration

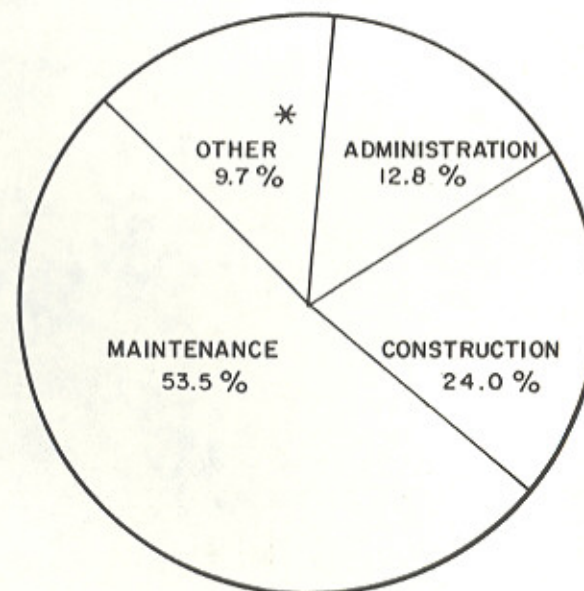
COUNTY ROAD FUND RECEIPTS

UTAH—1981
\$ 30,978,657



COUNTY ROAD FUND DISBURSEMENTS

UTAH—1981
\$ 31,608,786



*

OTHER INCLUDES STORM SEWERS AND DRAINS, STREET LIGHTING AND TRAFFIC POLICE

Table 8

STATE OF UTAH
 APPORTIONMENT AND DISTRIBUTION OF FEDERAL-AID HIGHWAY FUNDS
 FISCAL YEAR 1982 APPORTIONMENT

Available for Use on State Highways

Interstate Highways	\$40,340,393
Interstate Resurfacing	11,173,070
Interstate Discretionary	16,361,164
Consolidated Primary Highways	12,630,466
Rural Secondary Highways	2,065,136 <
Safer Off Systems Roads	360,609
Bridge Replacement	1,108,250
Economic Growth Centers	<u>530,162</u>

SUB-TOTAL \$84,569,250

Available for Exclusive or Probable Use on City and County Roads

Rural Secondary Highways	2,038,000 <
Safer Off Systems Roads	1,081,828
Pavement Marking Demonstration Program	8,038
Bridge Replacement	<u>596,750</u>

SUB-TOTAL \$ 3,724,616

Available for State and City and County Roads (Federal-Aid Programs)

Urban System	5,406,319
Rail-Highway Crossings	1,416,317
High Hazard Locations & Roadside Obstacles .	1,481,361
Forest Highways	1,063,069
Highway Planning & Research	1,119,650
Metropolitan Planning	<u>230,387</u>

SUB-TOTAL \$10,717,103

TOTAL FEDERAL-AID* \$99,010,969

* Excluded are funds for special projects, such as roadside beautification, billboard and junkyard removal, advance R/W acquisition, and grants for special programs such as public lands roads.

Included are Bridge Replacement, Metropolitan Planning, and Highway Planning and Research Funds.

TABLE 9

FEDERAL FUND APPORTIONMENT & OBLIGATION STATUS
Status as of June 30, 1982

	<u>Total Apportionment</u>	<u>Total Obligated</u>	<u>Unobligated Balance</u>
Interstate	\$1,001,056,575.93	\$967,863,318.71	\$ 33,193,257.22
Interstate 30% Gap	21,355,652.00	21,355,652.00	0.00
Interstate Resurface	26,668,072.00	18,465,174.67	8,202,897.33
Interstate Discretionary	117,091,708.59	115,697,001.71	1,394,706.88
Consolidated Primary	65,892,688.55	56,130,953.67	9,761,734.88
Primary Rehabilitation	10,674,673.00	8,785,212.50	1,889,460.50
Economic Growth	5,679,969.00	5,657,755.00	22,214.00
Priority Primary	5,056,059.00	5,056,059.00	0.00
Rural Primary	24,775,819.00	24,669,899.34	105,919.66
Regular Primary	106,392,654.00	106,312,690.33	79,963.67
Rural Secondary	36,245,907.00	31,027,919.99	5,217,987.01
Rural Secondary Rehabilitation	4,245,804.00	3,250,097.05	995,706.95
Regular Secondary	69,178,615.00	69,178,615.00	0.00
Urban System Attributable	23,630,026.00	18,585,155.94	5,044,870.06
Urban System Non Attributable	16,022,688.00	13,155,052.44	2,867,635.56
Metropolitan Planning	1,654,191.00	1,377,937.74	276,253.26
Urban Extension	30,872,500.00	30,851,405.49	21,094.51
Bridge Replacement	6,476,555.00	6,474,480.39	2,074.61
Bridge Replacement On System	5,063,783.00	3,318,060.35	1,745,722.65
Bridge Replacement Off System	1,168,565.00	1,094,802.00	73,763.00
Bridge Replacement Optional	1,558,087.00	1,462,284.00	95,803.00
Off System	2,793,441.00	2,787,093.23	6,347.77
Safer Off Systems	12,196,517.00	3,506,362.51	8,690,154.49
Off System R. R. Protective Devices	647,093.00	646,128.61	964.39
Off System Railroad Crossing	647,091.00	645,712.19	1,378.81
Railroad Protective Devices	4,309,916.00	3,003,201.78	1,306,714.22
Railroad Crossing	4,309,923.00	3,632,533.03	677,389.97
High Hazard	1,327,943.00	1,327,943.00	0.00
High Hazard Obstacles	1,655,496.00	1,634,696.31	20,799.69
Hazard Elimination	4,261,572.00	1,833,522.48	2,428,049.52
Roadside Obstacles	1,162,676.00	1,158,410.34	4,265.66
Safer Roads	1,648,445.00	1,647,926.09	518.91
Pavement Marking	3,130,368.25	2,998,125.88	132,242.37
Topics	3,136,359.00	3,136,359.00	0.00
Transition Quarter	13,445,417.00	13,377,532.80	67,884.20
Traffic Demonstration	238,000.00	238,000.00	0.00
Forest Highways	32,924,187.59	32,923,683.97	503.62
HPR	18,004,515.00	17,947,556.41	56,958.59
Public Lands	26,897,293.53	25,697,293.53	1,200,000.00
Bicycle Program	59,900.00	59,900.00	0.00
Section 18 UMTA	1,189,543.00	712,083.33	477,459.67
Rural Public Transportation	97,715.00	97,715.00	0.00
TOTALS	\$1,714,844,003.44	\$1,628,781,306.81	\$86,062,696.63

TABLE 10
FEDERAL HIGHWAY TRUST FUNDS OBLIGATED
By Fiscal Year

Fiscal Year	<u>92%</u>	<u>with Match 90%</u>	<u>Total</u>
1982	77.5	79.3	\$ 71,344,599.22
1981	88.9	91.0	81,770,218.49
1980		116.3	104,684,260.39
1979		182.9	164,582,665.41
1978			67,610,832.97
1977			52,195,524.23
1976			54,947,296.09
1975			102,255,015.92
1974			46,107,009.45
1973			53,692,398.23
1972			76,197,261.26
1971			63,085,406.23
1970			61,706,155.95
1969			60,304,124.00
1968			54,083,033.96
1967			46,126,930.20
1966			43,052,856.52
1965			42,284,082.77
1964			74,583,435.19
1963			57,070,816.25
1962			27,411,136.15
1961			27,477,810.18
1960			24,299,605.81
1959			39,622,668.28
1958			27,503,460.22
PRIOR YEARS			<u>104,782,703.44</u>
TOTALS			\$1,628,781,306.81

$.84 = \frac{60}{25}$
 $.30 = \frac{85}{1.9} = 94 \text{ million}$

TABLE 10A

INTERSTATE PROGRAMS
(Funds Obligated)

<u>FISCAL YEAR</u>	<u>Regular Interstate</u>	<u>Interstate 30% Gap</u>	<u>Interstate Resurface</u>	<u>Interstate Discretionary</u>	<u>Total Interstate</u>
1982	\$22,449,377.20	\$	\$4,764,499.37	\$14,966,457.11	\$42,180,333.68
1981	42,097,942.35		2,674,459.30	14,800,000.00	59,572,401.65
1980	50,892,980.14		4,051,182.00	15,280,183.00	70,224,345.14
1979	46,421,361.66	4,053,214.00	6,632,859.00	70,650,361.60	127,807,796.26
1978	30,072,929.29	6,511,335.00	263,900.00		36,848,164.29
1977	20,188,951.25	10,791,103.00	28,275.00		31,008,329.25
1976	39,383,480.50				39,383,480.50
1975	67,173,644.37				67,173,644.37
1974	31,357,047.26				31,357,047.26
1973	42,131,162.17				42,131,162.17
1972	58,471,697.52				58,471,697.52
1971	53,070,287.63				53,070,287.63
1970	49,161,983.69				49,161,983.69
1969	47,846,790.78				47,846,790.78
1968	41,782,590.87				41,782,590.87
1967	39,572,528.16				39,572,528.16
1966	32,970,546.36				32,970,546.36
1965	32,410,302.41				32,410,302.41
1964	65,179,847.20				65,179,847.20
1963	46,309,249.06				46,309,249.06
1962	16,569,396.36				16,569,396.36
1961	19,585,063.60				19,585,063.60
1960	17,773,827.36				17,773,827.36
1959	29,395,839.39				29,395,839.39
1958	17,606,695.00				17,606,695.00
Prior to 1958	7,987,797.13(2)				7,987,797.13(2)
TOTALS	\$967,863,318.71	\$21,355,652.00	\$ 18,465,174.67	\$115,697,001.71	\$1,123,381,147.09

(2) Includes 1952 \$ 1954 Interstate Acts

TABLE 10B
PRIMARY PROGRAMS
(Funds Obligated)

FISCAL YEAR	Consolidated Primary	Primary Rehabilitation	Economic Growth	Priority Primary	Rural Primary
1982	\$ 8,727,711.87	\$4,630,210.50	\$ 685,734.00	\$	\$ 79,709.26*
1981	8,107,153.62	352,765.00	301,026.00		26,210.40*
1980	12,025,859.76	2,738,258.00	1,067,272.00	13,981.22	141,306.89
1979	11,417,377.76	1,063,979.00	524,114.00	69,707.32	56,199.00*
1978	10,939,020.48		418,658.00	32,045.54*	176,523.05
1977	4,913,830.18		137,141.00	122,904.96	2,686,164.22
1976			1,444,817.13	520,329.00	5,944,636.06
1975			441,176.07	4,361,182.04	9,456,221.27
1974			128,250.00		3,310,371.51
1973					
1972			509,566.80		1,543,074.55
1971					792,405.45
1970					781,315.00
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
Total	\$56,130,953.67	\$8,785,212.50	\$5,657,755.00	\$5,056,059.00	\$24,669,899.34

*Indicates a Return

TABLE 10B
PRIMARY PROGRAM
(Funds Obligated)

FISCAL YEAR	Regular Primary				Total Primary
1982	\$ 76,755.73*	\$	\$	\$	\$13,887,191.38
1981	3,207.94*				8,731,526.28
1980					15,986,677.87
1979					13,018,979.08
1978					11,502,155.99
1977					7,860,040.36
1976					7,909,782.19
1975	13,905.01				14,272,484.39
1974	13,338.01*				3,425,283.50
1973	3,348,170.10				3,348,170.10
1972	5,968,645.75				8,021,287.10
1971	5,316,065.50				6,108,470.95
1970	840,950.85				1,622,265.85
1969	7,416,192.04				7,416,192.04
1968	4,982,280.46				4,982,280.46
1967	1,779,693.94				1,779,693.94
1966	4,381,794.37				4,381,794.37
1965	5,183,574.35				5,183,574.35
1964	5,663,064.99				5,663,064.99
1963	5,745,699.16				5,745,699.16
1962	5,682,549.00				5,682,549.00
1961	4,657,875.07				4,657,875.07
1960	2,276,415.20				2,276,415.20
1959	5,787,004.74				5,787,004.74
1958	5,373,873.20				5,373,873.20
Prior to					
1958	<u>31,988,238.28</u>				<u>31,988,238.28</u>
TOTAL	\$106,312,690.33				\$206,612,569.84

* Indicates a Return

TABLE 10C

40% Rehab

SECONDARY PROGRAMS
(Funds Obligated)

FISCAL YEAR	Rural Secondary	Secondary Rehabilitation	Regular Secondary		Total Secondary
1982	\$ 1,539,851.59	\$1,097,594.05	\$	\$	\$ 2,637,445.64
1981	685,758.54	1,111,298.00			1,797,056.54
1980	3,826,513.82	543,757.00			4,370,270.82
1979	5,413,675.74	497,448.00	24,051.89		5,935,175.63
1978	3,358,608.29		24,051.89*		3,334,556.40
1977	3,445,108.63				3,445,108.63
1976	2,262,984.00				2,262,984.00
1975	4,579,609.42		8,528.48		4,588,137.90
1974	3,909,348.96		8,528.48*		3,900,820.48
1973	349,602.68		2,694,842.05		3,044,444.73
1972	600,744.73		2,194,809.76		2,795,554.49
1971	43,764.59		1,856,461.99		1,900,226.58
1970	1,012,349.00		3,907,780.92		4,920,129.92
1969			3,100,752.27		3,100,752.27
1968			4,010,233.25		4,010,233.25
1967			1,987,607.46		1,987,607.46
1966			2,586,565.93		2,586,565.93
1965			3,115,409.93		3,115,409.93
1964			2,702,129.32		2,702,129.32
1963			3,323,635.09		3,323,635.09
1962			4,165,405.21		4,165,405.21
1961			2,962,868.58		2,962,868.58
1960			3,919,481.38		3,919,481.38
1959			3,486,262.19		3,486,262.19
1958			2,582,992.53		2,582,992.53
Prior to 1958			20,581,377.14		20,581,377.14
TOTALS	\$31,027,919.99	\$3,250,097.05	\$69,178,615.00		\$103,456,632.04

*Indicates a Return

TABLE 100
URBAN PROGRAMS
(Funds Obligated)

FISCAL YEAR	Urban System Attributable	Urban System Non Attributable	Metropolitan Planning	Urban Extension	Total Urban
1982	\$ 1,725,692.94	\$ 612,278.04	\$ 108,190.67	\$ 15,795.33*	\$ 2,430,366.32
1981	2,010,622.00	745,904.00	186,792.41	5,299.18*	2,938,019.23
1980	2,771,105.00	561,853.59	181,583.00	303,953.86	3,818,495.45
1979	7,275,588.75	2,344,735.38	200,745.00		9,821,069.13
1978	1,289,012.00	2,177,986.97	110,630.00	108,324.36*	3,469,304.61
1977	219,357.00	1,546,040.46	153,770.00	145,092.64*	1,774,074.82
1976	56,812.21	1,242,048.00	9,139.34*	1,938,721.95	3,228,442.82
1975	3,236,966.04	818,708.21	309,345.00	267,392.46	4,632,411.71
1974		2,832,010.79	136,021.00	2,657,379.54	5,625,411.33
1973		227,871.00		2,543,273.54	2,771,144.54
1972		45,616.00		695,475.03	741,091.03
1971				433,789.36	433,789.36
1970				3,609,184.44	3,609,184.44
1969				218,790.33	218,790.33
1968				1,629,211.64	1,629,211.64
1967				829,305.15	829,305.15
1966				1,465,851.07	1,465,851.07
1965				1,574,796.08	1,574,796.08
1964				1,038,393.68	1,038,393.68
1963				1,692,232.94	1,692,232.94
1962				993,785.58	993,785.58
1961				272,002.93	272,002.93
1960				329,881.87	329,881.87
1959				953,561.96	953,561.96
1958				1,939,899.49	1,939,899.49
Prior to 1958				5,739,034.10	5,739,034.10
TOTALS	\$18,585,155.94	\$13,155,052.44	\$1,377,937.74	\$30,851,405.49	\$63,969,551.61

*Indicates a Return

TABLE 10E
BRIDGE REPLACEMENT PROGRAMS
(Funds Obligated)

<u>FISCAL YEAR</u>	<u>Bridge Replacement</u>	<u>Bridge Replacement On System</u>	<u>Bridge Replacement Off System</u>	<u>Bridge Replacement Optional</u>	<u>Total Bridge Replacement</u>
1982	\$ 1,219.96	\$ 688,736.35	\$413,153.00	\$1,069,030.00	\$ 2,169,699.39
1981	854.65*	285,660.79	231,639.00	393,254.00	909,699.14
1980		2,301,607.21	436,507.00		2,738,114.21
1879	262,228.00	42,056.00	13,503.00		317,787.00
1978	360,968.25				360,968.25
1977					
1976	1,640,227.25*				1,640,227.25*
1975	4,877,537.04				4,877,537.04
1974	21,667.00				21,667.00
1973					
1972	2,594,381.96				2,594,381.96
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$6,474,480.39	\$3,318,060.35	\$1,094,802.00	\$1,462,284.00	\$12,349,626.74

* Indicates a Return

TABLE 10F
OFF SYSTEM PROGRAMS
(Funds Obligated)

FISCAL YEAR	Off System	Safer Off System	Off System R R Protection	Off System R R Crossing	Total Off System
1982	\$ 6,347.77*	\$ 14,534.49*	\$ 964.39*	\$ 1,378.81	\$ 23,225.46*
1981			19,187.00	58,643.05	77,830.05
1980	6,839.72	617,496.00	411,074.00	229,738.32	1,265,148.04
1979	6,839.72*	1,320,931.98	102,449.00	113,166.63	1,529,707.89
1978	3,307.20	1,582,469.02	114,383.00	245,543.00	1,945,702.22
1977	775,475.80				775,475.80
1976	2,014,658.00				2,014,658.00
1975					
1974					
1973					
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$2,787,093.23	\$3,506,362.51	\$646,128.61	\$645,712.19	\$7,585,296.54

* Indicates a Return

TABLE 10G
SAFETY PROGRAMS
(Funds Obligated)

FISCAL YEAR	Protective Devices	Railroad Crossings	High Hazard	High Hazard & Obstacles	Hazard Elimination
1982	\$ 742,314.75	\$1,378,524.08	\$	\$ 7,032.91*	\$ 704,954.76
1981	300,695.03	944,805.95		200,556.50	1,100,567.72
1980	352,139.00	84,425.00	1,736.24	281,824.44	18,000.00
1979	352,033.00	259,804.00	38,332.81	359,282.76	
1978	549,900.00	220,335.00	40,069.05*	552,195.60	
1977	133,141.00	143,935.00	90,899.08	247,869.92	
1976	298,928.00	292,838.00	37,032.83		
1975	229,051.00	306,066.00	820,172.09		
1974	45,000.00	1,800.00	379,839.00		
1973					
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$3,003,201.78	\$3,632,533.03	\$1,327,943.00	\$1,634,696.31	\$1,833,522.48

* Indicates a Return

TABLE 10G
SAFETY PROGRAMS
(Funds Obligated)

FISCAL YEAR	Roadside Obstacles	Safer Roads	Pavement Marking	Topics	Total Safety
1982	\$ 4,265.66*	\$ 518.91*	\$ 409,553.88	\$	\$ 3,223,529.99
1981		1,410.00	110,823.00		2,668,858.20
1980	11,113.00	1,189.00*	946,652.00		1,694,700.68
1879	8,936.56	89,960.37	482,685.00	3,347.03	1,594,381.53
1978	115,051.84	177,555.00	697,240.00	3,347.03*	2,268,861.36
1977	96,335.60	419,335.00	152,496.00		1,284,011.60
1976	423,476.00	662,858.00	48,043.00		1,763,175.83
1975	478,963.00	295,815.63	150,633.00	44,878.79	2,325,579.51
1974	28,800.00	2,700.00		22,225.88	480,364.88
1973				811,742.87	811,742.87
1972				1,737,420.09	1,737,420.09
1971				315,549.77	315,549.77
1970				204,541.60	304,541.60
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$1,158,410.34	\$1,647,926.09	\$2,998,125.88	\$3,136,359.00	\$20,372,717.91

* Indicates a Return

TABLE 10H
MISCELLANEOUS PROGRAMS
(Funds Obligated)

FISCAL YEAR	Transition Quarter	Traffic Demonstration	Forest Highways	HPR	Public Lands
1982	\$ 67,884.20*	\$	\$ 1,854,000.00	\$ 1,201,193.15	\$ 1,660,000.00
1981	2,591,033.12		309,543.00	1,546,005.28	
1980	357,300.93		1,430,187.25	1,313,020.00	1,480,000.00
1979	1,402,328.46	228,000.00	1,935,000.00	941,103.98	7,833.45
1978	6,765,287.00	10,000.00	39,930.85	869,104.00	196,798.00
1977	2,329,467.49		2,869,892.28	849,124.00	
1976			25,000.00		
1975			2,770,000.00	1,615,221.00	
1974			598,385.00	698,030.00	
1973			667,997.28	917,736.54	
1972			686,301.60	1,149,527.47	
1971			270,065.47	987,016.47	
1970			1,096,629.94	1,091,420.51	
1969			847,533.00	874,065.58	
1968			902,952.32	775,765.42	
1967			1,194,093.95	763,701.54	
1966			817,123.59	830,975.20	
Prior Years			14,609,048.44(1)	1,524,546.27(1)	22,352,662.08(2)
TOTALS	\$13,377,532.80	\$238,000.00	\$32,923,683.97	\$17,947,556.41	\$25,697,293.53

(1) Prior to 1966

(2) Prior to 1978

*Indicates a Return

TABLE 10H
MISCELLANEOUS PROGRAMS
 (Funds Obligated)

<u>FISCAL YEAR</u>	<u>Bicycle Program</u>	<u>Section 18 UMTA</u>	<u>Rural Public Transportation</u>		<u>Total Miscellaneous</u>
1982	\$	\$ 94,234.33	\$97,715.00	\$	\$4,839,258.28
1981	53,900.00	574,346.00			5,074,827.40
1980	6,000.00				4,586,508.18
1979		43,503.00			4,557,768.89
1978					7,881,119.85
1977					6,048,483.77
1976					25,000.00
1975					4,385,221.00
1974					1,296,415.00
1973					1,585,733.82
1972					1,835,829.07
1971					1,257,081.94
1970					2,188,050.45
1969					1,721,598.58
1968					1,678,717.74
1967					1,957,795.49
1966					1,648,098.79
Prior Years					38,486,256.79
Totals	\$59,900.00	\$ 712,083.33	\$97,715.00		\$91,053,765.04

MILEAGE OF ALL ROADS & STREETS IN STATE OF UTAH
BY SURFACE TYPE

as of December 31, 1981

Surface Type	State Roads	City Streets	County Roads	Forest Service	National Park Service	Indian Service	Military Service	Bureau of Land Management	Total Federal
Primitive	-	10.8	806.1	-	191.2	-	19.0	440.0	14,671.1 650.2
Unimproved	26.2	113.4	8561.6	2161.7	41.7	141.7	229.0	1775.0	4349.1
Graded & Drained	2.5	9.5	1049.6	2239.2	246.6	560.6	120.5	3664.0	6830.9
Gravel	98.8	685.1	7027.6	448.8	17.9	33.8	281.6	41.0	863.1
Low Type Bituminous	2.8	4066.7	3629.4	353.2	102.9	0.7	397.8	40.0	894.67
High Type Bituminous	5327.6	228.1	527.8	-	135.2	78.9	406.5	-	620.6
Concrete	146.9	0.4	1.0	-	0.1	-	6.7	-	6.8
TOTAL	1/5604.8	2/5113.6	3/21603.1	5242.9	735.6	815.8	1461.1	5960.0	14215.37
Less Primitive	5605	5103.6	20797	5242.9	544.4	815.8		5520.0	12,123
TOTAL									43,628

1/Does not include 165.8 miles of Proposed State Roads.

2/Does not include 50.9 miles of Proposed City Streets.

3/Does not include 323.9 miles of Proposed County Roads.

Data Source: Planning Statistics Section, Utah Department of Transportation

MILEAGE BY SURFACE TYPE
FEDERAL-AID & STATE ONLY SYSTEM

As of December 31, 1981

<u>System</u>	<u>Primitive</u>	<u>Unimproved</u>	<u>Graded & Drained</u>	<u>Gravel</u>	<u>Bituminous Low Type</u>	<u>Bituminous High Type</u>	<u>Concrete</u>	<u>Proposed</u>	<u>Total</u>
Interstate Rural						606.0	79.6	136.2	821.8
Interstate Urban						49.3	49.8	16.9	116.0
Federal-aid Primary Rural					16.8	2479.3	1.7	3.5	2501.3
Federal-aid Primary Urban						66.6	1.1	8.3	76.0
Federal-aid Secondary State		26.2		29.4		1550.4	9.8	1.2	1617.0
Federal-aid Secondary Local	9.6	16.2		270.2	667.2	49.1		51.1	1063.4
Federal-aid Urban State				0.1		307.2	3.7		311.0
Federal-aid Urban Local			0.2	1.6	369.7	8.5		64.8	444.8
State Only Rural			2.5	69.4		229.9	0.9	1.6	304.3
State Only Urban					2.2	29.1			31.3
TOTAL	9.6	42.4	2.7	370.7	1055.9	5375.4	146.6	283.6	7286.9

Data Source: Planning Statistics Section, Utah Department of Transportation

FY'82

Status of Collector Road Funds to June 30, 1982
Counties

COUNTIES	Total Allocation (12 Years)	Years Funds Used For Maintenance	Projects Constructed	Funds Obligated	% of Funds Obligated
Beaver	577,123	3	11	413,121	72
Box Elder	2,011,799	8	47	1,952,758	97
Cache	1,436,572	8	23	1,239,275	86
Carbon	1,319,191	6	24	868,063	66
Daggett	498,380	11	5	471,269	95
Davis	1,450,042	8	6	1,450,042	100
Duchesne	1,523,912	3	9	1,381,455	91
Emery	1,386,629	7	31	1,154,793	83
Garfield	1,639,665	9	17	1,639,665	100
Grand	755,345	3	7	625,139	83
Iron	1,336,819	8	21	1,108,105	83
Juab	2,368,649	9	36	2,024,497	85
Kane	891,075	5	8	857,577	96
Millard	1,770,331	6	26	1,430,044	81
Morgan	596,217	3	9	528,731	89
Piute	152,995	5	5	121,950	80
Rich	658,847	4	10	484,811	74
Salt Lake	10,186,455	4	31	10,186,455	100
San Juan	2,647,240	10	25	2,647,240	100
Sanpete	1,271,315	12	12	1,097,736	86
Sevier	549,173	5	11	387,254	71
Summit	1,172,831	8	12	1,016,964	87
Tooele	2,464,968	10	9	2,089,457	85
Uintah	1,194,929	1	7	907,525	76
Utah	1,501,293	8	11	1,235,697	82
Wasatch	585,205	7	4	571,514	98
Washington	1,331,776	8	19	1,128,519	85
Wayne	700,006	7	8	674,724	96
Weber	<u>1,578,000</u>	7	<u>28</u>	<u>941,835</u>	<u>60</u>
County Totals	45,556,762		472	40,636,215	89 Av.
Grand Totals	75,665,969		834	64,858,427	86 Av.

Status of Collector Road Funds to June 30, 1982
Cities

CITIES	Total Allocation (12 years)	Years Funds Used For Maintenance	Projects Constructed	Funds Obligated	% of Funds Obligated
Alpine	28,702	0	1	15,000	52
American Fork	374,749	4	14	337,737	90
Blanding	54,507	0	0	0	0
Bountiful	1,041,436	3	9	1,041,436	100
Brigham	639,101	3	11	639,101	100
Cedar	405,148	1	14	405,148	100
Centerville	236,510	0	3	159,049	67
Clearfield	464,774	2	6	293,282	63
Clinton	89,242	0	1	18,000	20
Draper	114,906	0	1	74,479	65
Ephraim	11,487	0	0	0	0
Farmington	109,558	1	4	89,322	82
Fruit Heights	10,665	0	0	0	0
Grantsville	180,097	5	6	169,637	94
Heber	135,030	2	5	124,472	92
Helper	12,410	0	0	0	0
Hyrum	54,609	1	1	11,498	21
Kaysville	286,244	2	4	192,141	67
Layton	734,294	4	3	734,294	100
Lehi	211,750	3	7	211,750	100
Lindon	17,037	0	1	4,000	23
Logan	851,465	3	5	578,779	68
Mapleton	102,692	0	2	49,000	48
Midvale	306,470	5	8	254,571	83
Moab	252,528	0	6	186,804	74
Murray	949,560	1	4	979,560	100
Nephi	164,749	1	2	91,091	55
North Ogden	392,660	4	5	238,550	61
North Salt Lake	82,895	0	1	43,889	53
Ogden	2,916,286	8	24	2,579,717	88
Orem	1,392,254	4	7	1,312,863	94
Park City	51,344	0	0	0	0
Payson	268,711	6	11	209,761	78
Pleasant Grove	276,245	3	3	200,849	80
Pleasant View	56,408	0	1	23,280	41
Price	251,078	0	16	251,078	100
Providence	34,659	1	0	2,000	6
Provo	2,322,601	4	30	1,692,415	73
Richfield	226,711	4	1	95,110	42
Riverville	156,142	0	1	62,168	40
Riverton	223,480	0	3	113,970	51
Roosevelt	61,076	0	2	43,509	71
Roy	565,852	6	9	317,142	56
St. George	321,792	4	14	292,762	91
Salt Lake	7,894,896	4	27	7,894,896	100
Sandy	703,756	1	6	536,042	76
Smithfield	152,562	6	6	152,562	100
South Jordan	188,470	1	2	71,077	38
South Ogden	341,742	4	5	237,945	70
South Salt Lake	333,691	9	6	224,340	67
Spanish Fork	264,468	3	8	166,660	63
Springville	423,394	4	11	300,407	71
Sunset	208,486	3	7	141,051	68
Syracuse	79,639	2	3	38,935	49
Tooele	444,124	7	9	358,274	81
Tremonton	96,644	1	2	40,281	42
Vernal	190,479	0	4	190,479	100
Washington City	14,587	0	0	0	0
Washington Terrace	242,905	4	7	190,724	79
West Bountiful	55,063	0	1	28,000	51
West Jordan	463,405	1	8	375,362	81
West Valley	423,698	1	1	52,886	12
Woods Cross	117,284	2	3	63,087	54
City Totals	30,109,207		362	24,222,212	80 Av.

COLLECTOR ROAD FUND DISTRIBUTION
FISCAL YEAR 1982

	<u>Allocation</u>		<u>Allocation</u>
Beaver County	\$ 64,906	Piute County	\$ 18,428
Box Elder County	205,887	Rich County	75,022
Brigham City	66,617	Salt Lake County	\$1,037,864
Tremonton	11,733	Draper	38,874
Cache County	\$ 148,392	Midvale	32,909
Hyrum	14,833	Murray	102,042
Logan	95,271	Riverton	49,175
Providence	10,285	Salt Lake City	710,034
Smithfield	19,504	Sandy	173,794
Carbon County	\$ 140,983	South Jordan	47,868
Helper	8,888	South Salt Lake	34,707
Price	28,211	West Jordan	101,832
Daggett County	\$ 54,420	West Valley	277,129
Davis County	\$ 142,608	San Juan County	\$ 233,857
Bountiful	110,183	Blanding	16,185
Centerville	36,615	San Pete County	\$ 107,308
Clearfield	58,573	Ephraim	8,228
Clinton	28,668	Sevier County	\$ 66,285
Farmington	17,515	Richfield	27,311
Fruit Heights	7,636	Summit	\$ 116,723
Kaysville	37,296	Park City	14,950
Layton	103,469	Tooele County	\$ 243,976
North Salt Lake	23,097	Grantsville	22,739
Sunset	18,565	Tooele	45,783
Syracuse	24,507	Uintah County	\$ 138,996
West Bountiful	12,006	Vernal	24,207
Woods Cross	13,116	Utah County	\$ 182,102
Duchesne County	\$ 143,192	Alpine	9,801
Roosevelt	17,286	American Fork	44,957
Emery County	\$ 157,619	Lehi	25,741
Garfield County	\$ 181,223	Lindon	12,220
Grand County	\$ 75,655	Mapleton	31,953
Moab	22,328	Orem	191,481
Iron County	\$ 144,744	Payson	38,617
Cedar City	42,575	Pleasant Grove	40,983
Juab County	\$ 253,006	Provo	269,541
Nephi	18,052	Spanish Fork	31,154
Kane County	\$ 101,072	Springville	54,643
Millard County	\$ 175,958	Wasatch County	\$ 61,066
Morgan County	\$ 61,409	Heber	15,780
		Washington County	\$ 139,606
		St. George	41,941
		Washington	10,458
		Wayne County	\$ 70,125
		Weber County	\$ 206,293
		North Ogden	54,512
		Ogden	266,062
		Pleasant View	20,150
		Riverdale	22,666
		Roy	64,661
		South Ogden	34,192
		Washington Terrace	25,473
<u>Fiscal Year 1982 Totals</u>			
TOTAL	\$8,630,307		
Total Counties	\$4,748,725		
Total Cities	\$3,881,582		

B&C FUND DISTRIBUTION
FISCAL YEAR 1982

<u>Total Allocation</u>		<u>Total Allocation</u>	
Beaver County	\$ 255,349	Kaysville	\$ 49,467
Beaver	12,024	Layton	133,810
Milford	8,302	North Salt Lake	27,853
Minersville	3,950	South Weber	8,628
Sub total	\$ 279,625	Sunset	27,451
Box Elder County	\$ 428,554	Syracuse	19,258
Bear River	4,247	West Bountiful	18,149
Brigham City	80,477	West Point	12,086
Corinne	4,683	Woods Cross	21,036
Deweyville	1,663	Sub total	\$ 748,192
Elwood	5,884	Duchesne County	\$ 284,276
Fielding	2,550	Altamont	1,434
Garland	7,509	Duchesne	10,653
Honeyville	7,866	Myton	4,044
Howell	8,584	Roosevelt	21,487
Mantua	4,433	Tabiona	927
Perry	7,800	Sub total	\$ 322,821
Plymouth	1,962	Emery County	\$ 277,945
Portage	2,863	Castle Dale	10,022
Snowville	2,182	Clawson	249
Tremonton	18,116	Cleveland	3,455
Willard	7,678	Elmo	2,146
Yost	7,831	Emery	3,841
Sub total	\$ 604,882	Ferron	10,238
Cache County	\$ 147,050	Green River (Part.)	6,637
Amalga	3,623	Huntington	13,184
Clarkston	4,157	Orangeville	7,271
Cornish	2,208	Sub total	\$ 334,988
Hyde Park	9,339	Garfield County	\$ 266,315
Hyrum	22,517	Antimony	1,824
Lewiston	15,415	Boulder	3,515
Logan	132,953	Cannonville	1,016
Mendon	4,314	Escalante	5,650
Millville	5,293	Hatch	1,103
Newton	4,569	Henrieville	1,152
Nibley	6,023	Panguitch	8,694
North Logan	13,893	Tropic	2,604
Paradise	4,939	Sub total	\$ 291,872
Providence	14,777	Grand County	\$ 254,815
Richmond	11,301	Green River (Part.)	474
River Heights	6,165	Moab	26,922
Smithfield	27,417	Sub total	\$ 282,211
Trenton	4,980	Iron County	\$ 267,345
Wellsville	13,485	Brianhead	389
Sub total	\$ 454,418	Cedar City	58,925
Carbon County	\$ 124,724	Enoch	4,272
East Carbon	10,847	Kanarraville	2,193
Helper	14,626	Paragonah	2,720
Hiawatha	1,880	Parowan	12,391
Price	45,336	Sub total	348,235
Scofield	1,114	Juab County	\$ 322,149
Sunnyside	3,514	Eureka	5,041
Wellington	7,389	Levan	4,100
Sub total	\$ 209,430	Mona	4,309
Daggett County	\$ 44,073	Nephi	21,673
Manila	2,641	Sub total	\$ 357,272
Sub total	\$ 46,714	Kane County	\$ 203,992
Davis County	\$ 75,189	Alton	1,303
Bountiful	160,426	Glendale	1,504
Centerville	41,739	Kanab	11,629
Clearfield	83,883	Orderville	2,587
Clinton	30,368	Sub total	\$ 221,015
Farmington	24,337		
Fruit Heights	14,512		

B&C FUND DISTRIBUTION cont.
FISCAL YEAR 1982

<u>Total Allocation</u>		<u>Total Allocation</u>	
Millard County	\$ 603,125	Elsinore	\$ 4,555
Delta	12,432	Glenwood	3,517
Fillmore	14,244	Joseph	2,165
Hinckley	5,233	Koosharem	2,316
Holden	3,106	Monroe	11,355
Kanosh	3,722	Redmond	4,295
Leamington	884	Richfield	30,355
Lynndyl	1,784	Salina	11,512
Meadow	2,093	Sigurd	2,523
Oak City	2,813	Sub total	\$ 262,557
Scipio	3,811		
Sub total	\$ 653,247	Summit County	\$ 97,783
Morgan County	\$ 41,314	Coalville	6,448
Morgan	11,015	Francis	2,329
Sub total	\$ 52,329	Henefer	3,678
		Kamas	6,207
Piute County	\$ 60,664	Oakley	3,195
Circleville	6,317	Park City (Part)	18,348
Junction	3,520	Sub total	\$ 137,988
Kingston	2,311		
Marysville	6,246	Tooele County	\$ 413,101
Sub total	\$ 79,058	Grantsville	26,683
		Ophir	755
Rich County	\$ 91,771	Rush Valley	5,866
Garden City	1,819	Stockton	3,250
Lake Town	2,123	Tooele	74,530
Randolph	4,253	Vernon	3,281
Woodruff	1,476	Wendover	5,424
Sub total	\$ 101,442	Sub total	\$ 532,890
Salt Lake County	\$ 1,161,376	Uintah County	\$ 348,186
Alta	2,372	Ballard	8,819
Bluffdale	8,710	Vernal	34,362
Draper	34,777	Sub total	\$ 391,367
Midvale	48,291		
Murray	124,093	Utah County	\$ 249,244
Riverton	36,961	Alpine	13,967
Salt Lake City	792,402	Ameriagn Fork	61,861
Sandy	249,392	Cedar Fort	2,362
South Jordan	41,131	Cedar Hills	2,655
South Salt Lake	52,624	Elk Ridge	2,955
West Jordan	130,296	Genola	9,443
West Valley City	343,679	Goshen	3,796
Sub total	\$ 3,026,104	Highland	14,576
		Lehi	35,632
San Juan County	\$ 675,632	Lindon	17,620
Blanding	17,238	Mapleton	16,636
Monticello	10,312	Orem	247,764
Sub total	\$ 703,182	Payson	43,650
		Pleasant Grove	53,576
Sanpete County	\$ 163,061	Provo	344,522
Centerfield	5,592	Salem	12,462
Ephraim	16,015	Santaquin	12,505
Fairview	6,592	Spanish Fork	48,070
Fayette	1,590	Springville	60,612
Fountain Green	5,669	Woodland Hills	2,074
Gunnison	9,576	Sub total	\$ 1,255,982
Manti	14,429		
Mayfield	3,152	Wasatch County	\$ 70,537
Moroni	7,289	Charlston	2,577
Mt. Pleasant	15,027	Heber	23,919
Spring City	6,542	Midway	7,808
Sterling	1,215	Park City (Part)	4
Wales	1,680	Soldier Summit	334
Sub total	\$ 257,429	Wallsburg	1,779
		Sub total	\$ 106,958
Sevier County	\$ 180,825		
Annabella	3,584	Washington County	\$ 193,894
Aurora	5,555	Enterprise	6,848
		Hildale	5,324

